



# PUBLIC MEETING REPORT

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## Martin Luther King, Jr. Drive Corridor Transportation Study

*Prepared for*  
City of Atlanta, Bureau of Planning

*Prepared by*  
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October 2005  
*Draft as of October 26, 2005*



## **1.0 Introduction**

### **Martin Luther King, Jr. Drive Transportation Corridor Study**

The purpose of the Martin Luther King, Jr. Drive (MLK) Corridor Transportation Corridor Study is to identify opportunities to improve a number of issues along the corridor related to transportation, urban design, land use and zoning. Through a citizen-driven planning process, residents and business owners along the corridor have shared their views on the strengths and weaknesses of the MLK corridor and are developing strategic solutions to meet those needs.

### **Community Involvement Program**

The City of Atlanta recognizes that community involvement is central to the development of the MLK Corridor transportation plan and the public participation program was designed to reach out to residents, property and business owners in their communities. From the very beginning, the public, agency staff, community leaders and elected officials were invited to participate in the process and their involvement will be maintained throughout the study. Innovation and effectiveness permeates every facet of the public involvement program -- particularly in light of geographic diversity of the various road segments along the MLK corridor and necessity to stimulate meaningful dialogue about a number of quality of life issues facing the area. Through skillful application of carefully selected public involvement techniques, the study will build consensus on a set of transportation and related improvement strategies.

The following pages summarize the purpose, approach and key findings from the most recent phase of the community involvement program – October public meeting on proposed transportation, zoning, land use and green space scenarios for eight activity nodes along MLK corridor.

## **2.0 Public Meeting Objectives**

The objectives of the October public meeting were to:

- Review the citizen feedback for the Draft Final Plan;
- Review the remaining study schedule;
- Perform a prioritization activity in which citizens rank, in order of priority, the projects listed on the implementation plan; and
- Review and seek comments on the proposed scenarios for eight activity nodes along MLK corridor for transportation, land use, zoning, and green space.



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### 3.0 Public Outreach Approach

#### Activity Nodes:

The October public meeting was an open house format focusing on eight activity nodes along MLK corridor.

Node	Location	Node	
1	MLK @ Fairburn Road	5	MLK @ H.E. Holmes Drive
2	MLK @ I-285 Future MARTA Extension	6	MLK @ West View Cemetery Redevelopment Node
3	MLK @ Lynhurst Drive	7	MLK @ West Lake Avenue
4	MLK @ Holmes Crossing	8	MLK @ Lowery Boulevard

City of Atlanta staff and members of the Wilbur Smith Associates consultant team facilitated the meeting. The meeting date and location is listed below:

TUESDAY, OCTOBER 25, 2005  
Adamsville Recreation Center  
3201 MLK, Jr. Drive  
Atlanta, GA 30311  
6:30 p.m. – 8:30 p.m.

#### Public Notices and Informational Materials

The City of Atlanta provided the study team with a comprehensive mailing list of property owners and occupants along the MLK corridor. A post card notice announcing the public meeting dates was mailed to over 3,400 residents just prior to the October meetings. The post card notice was also included in a regular mailing to Neighborhood Planning Units (NPU) within the study area. (See **Appendix A**, "Post Card Notice").

At the public meetings, a study team representative requested each participant to sign in. Each participant was provided with a detailed agenda, a form to comment on the transportation, land use, zoning and green space recommendations for the MLK corridor, and a packet of maps depicting the recommendations of the study for each activity node in the study area.

#### Public Meeting Format

The two hour meeting was set up as an open house with four stations, one station for each set of recommendations (i.e. one station for transportation recommendations, one station for land use recommendations, etc.). Planning team members were assigned to four stations located around the room. At each station maps for each set of recommendations illustrated the existing conditions and proposed transportation, land use, zoning, and green space recommendations for all eight activity nodes in the study area. During this informal question and answer session, citizens were also asked to rank, in order of priority, the projects listed in the implementation plan. A presentation was then given that outlined the analysis and final recommendations for each activity node in the study area and the results of the prioritization exercise were given. A lengthy discussion period followed the presentation where study team members answered questions, listened to comments about the projects listed in the implementation plan and discussed various issues with each participant.



#### **4.0 Summary of Public Comments**

Over 40 community members attended the October public meeting. The verbal comments during the question and answer period following the presentation were recorded by a study team member. The comments and questions/answers gathered are listed as the remainder of this section.

**Question:**

Why are there no warning signs proposed for pedestrian crosswalks?

**Answer:**

There are some that are proposed but the funding source for such is different, so they were not included in the projected list for prioritization.

**Question:**

Adding a raised median with landscaping in the middle of the road will reduce traffic, but the study maintains that traffic will be increasing on MLK, how is this?

**Answer:**

A raised median will not slow cars nor will it reduce the number of cars. The raised median has been added for the safety of pedestrians crossing the street. Also aesthetically, it adds streetscaping where it is desperately needed.

**Question:**

How much will MLK, Jr. Drive be widened because of proposed raised median?

**Answer:**

MLK, Jr. Drive will be widened by 12-14 feet to accommodate the proposed raised median.

Several comments followed this question in opposition to the widening of the street. The majority of the comments centered on the lack of a line item that called for the widening of MLK, Jr. Drive on the prioritization list. In addition, many residents are in support of a raised median for pedestrian safety and to improve street aesthetics, but are not willing to give up sections of street-side property for acquisition to accommodate street widening. *June Mundy's recommendation was this line item be deleted from the study recommendations. The line item reads: Raised Landscape Median – from H.E. Holmes to West Lake Ave – 18 ft. wide with plantings, trees, etc.*

**Question:**

Has the consultant team considered other housing options aside from the condos and town homes that were pictured in the presentation?

**Answer:**

The pictures in the presentation are simply examples of what can be added to an area. Yes, we have considered a different mix of housing.

**Question:**

What are transit super stops?

**Answer:**

Super stops allow passengers to change routes at the intersection of routes. Super stop construction involves constructing a large shelter or group of shelters together. The super stop concept is just about improving the quality of service to riders.



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Several comments followed this question primarily from June Mundy. *It is her opinion that the line item calling for the transit super stop at the West Lake activity node should be deleted. This super stop is too close to the existing MARTA station and there is no space for super stop construction at the corner of MLK, Jr. Drive and West Lake Avenue. The line item reads: Transit Super stop – MLK @ West Lake Activity Node. If this super stop is deleted, that is money that can be saved and put to other uses in the corridor.*

### Question:

In the list of Segment 2 projects, there are several line items referring to improvements to Mozley Park. Are these improvements to the actual park itself or not?

### Answer:

Actual park facilities like playgrounds will not be enhanced, but line items that call for streetscaping will benefit the park and improve the aesthetics of the park.

### Question:

When streetscaping is done, will trees be used that do not shed leaves because the leaves tend to accumulate in yards along the road?

### Answer:

Yes, we will try to use trees and shrubbery that do not shed leaves that are low-maintenance type plants/foilage.

## 5.0 Prioritization Exercise Results

The following is a listing of the projects ranked by priority for each segment of the study area.

Segment 1A Priorities	
Priority	Project Description
1	Traffic Signal Installation – MLK @ Adamsville Drive – new signal with ped actuators
2	Intersection Improvements – MLK @ Adamsville Drive – vertical sight distance and grading improvements
3	Raised Landscape Median – from FIB to I-285 – 18 ft. wide plantings, trees, etc.
4	Traffic Signal Improvement – MLK @ Fairburn Rd – Synchronization & Phasing Improvement
5	Traffic Signal Improvement – MLK @ Bakers Ferry Rd. – Ped signal upgrade
6	Gateway elements (Signage, Markers, etc.)
7	Streetscape Enhancements
8	Transit Super Stop – MLK @ Fairburn Rd. Activity Node
Segment 1B Priorities	
1	Traffic Signal Installation – MLK @ Adamsville Rec Center – new signal with ped actuators
2	Pedestrian Signals and Actuator Improvements – MLK @ Linkwood Dr
3	Pedestrian Signals and Actuator Improvements – MLK @ Lynhurst Activity Node
4	Transit Super Stop – MLK @ Lynhurst Activity Node
5	Pedestrian Signals and Actuator Improvements – MLK @ H.E. Holmes Activity Node
6	Raised Landscape Median – from I-285 to H.E. Holmes – 18 ft. wide with plantings, trees, etc.
7	Transit Super Stop – MLK @ Holmes Crossing Activity Node
8	Pedestrian mid-block crossing improvement – MLK @ proposed MARTA station
9	Pedestrian signals, crosswalk, and actuator improvements – MLK @ Abernathy



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10	Streetscape Enhancements
11	Pedestrian signals and Actuator Improvements – MLK @ Cox Dr.
12	Pedestrian mid-block crossing – MLK @ Cox Dr.
13	Gateway Elements (Signage, Markers, etc.)
<b>Segment 1C Priorities</b>	
1	Sidewalk Improvements – north side of MLK from H.E. Holmes to West Lake Ave
2	Roadway upgrade – MLK from H.E. Holmes to Barfield Rd – Geometric Improvements
3	Multi-Use Path – south side of MLK from H.E. Holmes to West Lake Ave – 10 to 12 ft. wide
4	Streetscape Enhancements
5	Gateway Elements (Signage, Markers, etc.)
6	Pedestrian Signals, Crosswalk, and Actuator Improvements – MLK @ West Lake
7	Raised Landscape Median – from H.E. Holmes to West Lake Ave – 18 ft. wide with plantings, trees, etc.
8	Pedestrian Signals and Actuator Improvements – MLK @ Larchwood
9	Transit Super Stop – MLK @ West Lake Activity Node
<b>Segment 2 Priorities</b>	
1	Pedestrian mid-block crossing – MLK @ Mozely Park
2	Streetscape Enhancements
3	Sidewalk Improvements – both sides of MLK from West Lake Ave to Lowery
4	Pedestrian Signals, Crosswalk and Actuator Improvements – MLK @ Morris Brown Dr. – McPheeter's Library
5	Roadway Upgrade – MLK from West Lake to Morris Brown Dr. – Installation of colored concrete pavers
6	Gateway Elements (Signage, Markers, etc.)
<b>Segment 3 Priorities</b>	
1	Pedestrian Signals, Crosswalk, and Actuator Improvements – MLK @ Lowery Activity Node
2	Pedestrian Signals, Crosswalk, and Actuator Improvements – MLK @ Brawley
3	Streetscape Enhancements
4	Gateway Elements (Signage, Markers, etc.)
5	Pedestrian mid-block crossing improvements – MLK @ Walnut
6	Transit Super Stop – MLK @ Lowery Activity Node
7	Sidewalk Improvements – both sides of Lowery to Northside Dr.

### 6.0 Next Steps

The study team will use the public input gathered at the October meeting and previous sessions to revise the Final Report. The report is expected to be completed by the end of October 2005.



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### **APPENDIX A PUBLIC NOTICE**



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### **APPENDIX B PUBLIC MEETING MATERIALS**